

25X1C4e



STANDARD OPERATING PROCEDURE
NUMBER 45-3144-4

5 July 1963

FLUSHING KC-135 AIRCRAFT BODY TANKS WITH PF-1 FUEL

1. PURPOSE: To outline procedures for flushing KC-135 aircraft body tanks with PF-1 fuel.
2. SCOPE: These procedures apply to all personnel involved in the flushing of KC-135 aircraft with PF-1 fuel.
3. RESPONSIBILITY: A POL monitor will be assigned to insure procedures are carried out as outlined.
4. PROCEDURES:

a. KC-135 Aircraft Preparation: Prior to landing, all fuel in the body tanks should be dumped overboard. Fuel dumping should continue until fuel ceases to flow out of the boom nozzle. After landing, the following circuit breakers must be pulled to isolate the body fuel tanks and air refueling manifold.

- (1) Engine manifold to air refueling manifold valve.
- (2) Center wing to forward body gravity flow valves.
- (3) Number 1,2,3 and 4 gravity flow valves to aft body tank.

NOTE: The Single Point refueling valve handle must be safetied in the flight position and all fuel drained from the air refueling manifold, forward body tank, upper deck tank and aft body tank sump.

b. Flushing Procedure: Use the Single Point refueling receptacle to service the aircraft with PF-1 fuel as follows:

- (1) Forward body tank - 600 gallons.
- (2) Upper deck tank - 250 gallons.

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(3) Aft body tank - 600 gallons. Extend the air refueling nozzle three (3) feet with the boom in the "Stowed" position. Attach a refueling hose to the air refueling nozzle and place the other end of the hose in the open hatch of an empty F-6 refueler. Start number 1 engine of the KC-135 aircraft, empty the body tanks by pumping all fuel through the air refueling boom and into the F-6 refueler. Continue pumping until fuel ceases to flow out of the boom nozzle. Shut down number 1 engine and drain all fuel from the air refueling manifold, forward body tank, upper deck tank and aft body tank sumps. Again service the aircraft body tanks with PF-1 fuel to capacities as described above, start number 1 engine, pump fuel overboard as described above. Shut down number 1 engine and drain all fuel from the air refueling manifold, forward body tank, upper deck tank and aft body tank sumps. During sump draining operation, obtain one-quart sample from each sump. Sample containers must be held directly against sump drains and container caps must be attached immediately after filling the container.

NOTE: Using above procedure, JP-4 requirements for mission aircraft will be accomplished using over-wing refueling.

c. Fuel Sample Test: Accomplish a flash point test on each sample of fuel. A flash point reading of 150 minimum to 172 maximum is satisfactory. Samples which fail to meet this standard will require that the respective aircraft body tank be flushed as described above.

d. Check Sheet: Two (2) copies of Check Sheet (Atch 1) will be accomplished upon completion of flushing and distributed as follows:

- (1) One (1) copy attached to aircraft fuel log.
- (2) One (1) copy to be filed in POL office.

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Deputy Commander for Materiel

1 Atch
Check Sheet

Commander

CHECK SHEET FOR FLUSHING KC-135 AIRCRAFT

LOCATION _____

DATE _____

AIRCRAFT NUMBER _____

TANKS FLUSHED

AFT BODY _____

FORWARD BODY _____

UPPER DECK _____

SINGLE POINT MANIFOLD _____

TEST RESULTS

AFT BODY

FORWARD BODY

UPPER DECK

FLASH _____

CHROM _____

TOTAL GALLONS PF-1 ON BOARD

AFT BODY _____

FORWARD BODY _____

UPPER DECK _____

SIGNATURE _____
(POL MONITOR)

SIGNATURE _____
(CREW CHIEF)

Atch 1